
Response to Public Hearing Comments, San Diego, April 20, 2004 (Comment PH-SD001-013)

PH-SD001-1

Please see Response 2.36.1. The co-lead agencies suggest future coordination between the co-lead agencies and the Airport Authority regarding its Maglev proposal, should both proposals continue to be pursued.

PH-SD002-1

Acknowledged. The Authority has identified the Downtown Santa Fe Depot as the preferred HST station to serve San Diego via the I-15 corridor.

PH-SD002-2

Acknowledged.

PH-SD003-1

Please see standard response 6.42.1.

PH-SD003-2

Acknowledged.

PH-SD004-1

Please see standard response 6.42.1.

PH-SD004-2

Acknowledged.

PH-SD005-1

Acknowledged.

PH-SD006-1

Acknowledged.

PH-SD007-1

Acknowledged.

PH-SD008-1

The I-15 corridor alignment has been identified as the preferred alignment to bring direct HST service to San Diego. While long-distance commuters are included in the ridership and revenue forecasts used for the Program EIR/EIS, separate regional commuter services "Dual use of the I-15" on the I-15 was not investigated as part of the program EIR/EIS process. The purpose of the HST Alternative is serving trips between major metropolitan areas and there is no existing commuter rail line or rail right-of-way along this corridor. Although dual-use operations along the I-15 corridor could have considerable benefits for the region, it could require more infrastructure (more stations, more track) and would have additional costs and operational and environmental impacts. Nevertheless, the HST technology that has been selected is one that is capable of sharing tracks with other compatible services. While it is beyond the scope of this Program EIR/EIS, there is considerable local and regional interest in potential dual-use operations along the I-15 corridor, should the project move forward, this concept could be investigated in future project-level environmental review.

Preferred station locations typically are or will be multimodal transportation hubs. Through this program-level process, the Authority worked with local and regional agencies to help determine the most appropriate potential HST station locations. Footprints of the station areas and design criteria are available to agencies and the public at a conceptual level of detail. Project-specific level detail

will be required for information regarding station locations and design. The Authority would coordinate with other agencies early in project environmental reviews with the goal of saving taxpayers both time and money while implementing the HST system.

PH-SD008-2

Please see standard response 2.36.8.

PH-SD009-1

Acknowledged. The coastal rail alignment was considered but rejected as an option for direct HST service between Los Angeles and San Diego (but electrified service is proposed to Irvine, which along with conventional improvements from Irvine to San Diego will provide another connection to HST). The Authority has identified the Carol Canyon alignment or Mirimar Road alignment with the HST terminus at the Downtown San Diego Santa Fe Depot. In regards to non-electric conventional rail improvements to existing services along the coastal (LOSSAN) corridor, please refer to the “Los Angeles-to-San Diego Proposed Rail Corridor Improvement Study Draft Program Environmental Impact Report/Environmental Impact Statement” (State clearinghouse #2002031067) which has been prepared by the California Department of Transportation and the Federal Railroad Administration. Please also refer to standard response 6.42.1.

For service to San Diego, the downtown San Diego Santa Fe Depot site would have the highest connectivity. This station is located in the city center where many potential HST passengers—including the large residential population that will be living in downtown San Diego in 2020— could walk to destinations. The downtown San Diego Santa Fe Depot provides direct connections to San Diego LRT and is the major bus transit hub for San Diego. In contrast, the Qualcomm Stadium site would not provide direct service to downtown San Diego and would have a high potential for growth-induced impacts. The Qualcomm Stadium site would be an 8-mile (13 km) drive or a 10-mile (16-km) (20-minute) ride on LRT to the city center.

PH-SD010-1

Comment noted. Developing “feeder” services before implementing the HST alternative would not satisfy the purpose of making improvements to intercity transportation that connects major metropolitan areas of the state. The Purpose and Need for an HST system are focused on intercity trips—non-commuter trips between regions. The planning and implementation of public transit systems are under the jurisdiction of local and regional agencies. Local transit systems would be complementary to the proposed HST system, which is to be integrated with other public transportation systems.

PH-SD011-1

Acknowledged. Please see standard response 10.1.7 in regards to project phasing.

PH-SD011-2

HST service between Los Angeles and San Diego would have similar speeds as other urbanized areas of the HST network. While the HST system would operate at high speeds throughout the Central Valley and mountain passes, alignment constraints would restrict speeds through most of the heavily urbanized areas. Please see Figures 4.3-1 and 4.3-2 of the Final Program EIR/EIS.

PH-SD011-3

Please see standard response 2.12.2.

PH-SD012-1

As described in Chapter 1 *Purpose and Need* of the Draft Program EIR/EIS, the purpose of the proposed HST system is “to provide a reliable mode of travel which links the major metropolitan areas of the state and delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network, and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to

and protective of California's unique natural resources." (Draft Program EIR/EIS, Page 1-3)

The Draft Program EIR/EIS indicates that, "the HST Alternative would be highly compatible with local and regional plans that support rail systems and transit-oriented development and would offer opportunities for increased land use efficiency (i.e., higher-density development and reduced rate of farmland loss). The HST Alternative would also meet the need for improved intermodal connectivity with existing local and commuter transit systems. In contrast, the highway improvement options under the Modal Alternative would encourage dispersed patterns of development and would be inconsistent with the objectives of many local and regional planning agencies to promote transit-oriented, higher-density development around transit nodes as the key to stimulate in-fill development that makes more efficient use of land and resources and can better sustain population growth. Urbanized areas in California are expected to grow by 47% between now and 2035 under the No Project Alternative. Under the Modal Alternative, urbanized area growth is expected to be about 1.4% (65,000 ac [26,507 ha]) higher than the No Project Alternative, while the HST Alternative would result in a slight decrease in urban area growth (2,600 ac [1,052 ha]) compared to the No Project Alternative. However, the HST Alternative is expected to result in a slightly greater increase in population than the No Project and Modal Alternatives." (Draft Program EIR/EIS, Chapter 5, page 5-15) Chapter 5 of the Draft Program EIR/EIS (Economic Growth and Related Impacts) summarizes the "Economic Growth Effects of the System Alternatives for the Program EIR/EIS" technical report developed as part of this Program EIR/EIS process.

The co-lead agencies respectfully disagree with the contention that the HST Alternative would "open the door to a flood of people" and development in the Central Valley or Southern California. Please see standard response 5.2.4 and standard response 5.2.5 for further information as to how growth inducement is related to the travel time, cost and accessibility benefits provided by each system alternative.

PH-SD012-2

Acknowledged. Please see standard response 6.41.1 and standard response 6.42.1.

PH-SD013-1

Acknowledged. Please see standard response 6.42.1. Please also see standard response 1.1.112.


PH-SD013-2

Acknowledged. Please see standard response 6.42.1.

Comment Letter PH-SD014

PH-SD014

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

Sacramento, March 23, 2004 ☐

Los Angeles, April 13, 2004 ☐

San Francisco, April 15, 2004 ☐

San Diego, April 20, 2004 ☒

Fresno, April 28, 2004 ☐

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
Web site: www.cahighspeedrail.ca.gov

All comments must be received by end of day **August 31, 2004**.

Name: Lynne Baker

Affiliation (if applicable): California High-Speed Rail Authority

Address: 1000 California Street, Suite 1000, San Francisco, CA 94109

City, State, Zip: San Francisco, CA 94109



Phone #: 415-774-6077

E-mail: lynnebaker@calhsr.org

Please provide your comments below on the project's draft environmental document:

As a member of the Stakeholder Working Group for the I-15 Interregional Partnership, Endangered Habitat League, we support the I-15 alignment and the use of steel rail for its dual use potential. We note the objective related to multi-modal systems support and encourage technical staff to provide station footprints, structural requirements for integration in local design & capital investments that may precede local high speed rail installation. Extensions South to the border & East to Imperial County are worthy of note & proposed ideas seem expansive. More detailed technical comments will follow on forthcoming RFP.

PH-SD014.1
PH-SD014.2

Thank you for your comments. If needed, please continue on reverse.

Response to Comments of Lynne Baker, April 20, 2004 (Letter PH-SD014)

PH-SD014-1

The Authority has identified the I-15 corridor (via the Inland Empire) to downtown San Diego as the preferred HST alignment between Los Angeles and San Diego. The HST alignments have been designed at a conceptual level for this program level process. Typical sections and station requirements have been included in technical reports (Alignment Configurations and Cross Sections, and Operations Report). If the HST proposal moves forward, the Authority would continue to work with local and regional agencies and organizations in the more detailed project-specific studies to make sure that the HST design integrates with local planning.


PH-SD014-2

Please see standard response 2.36.1.

Comment Letter PH-SD015

PH-SD015

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

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Web site: www.calhighspeedrail.ca.gov

All comments must be received by end of day **August 31, 2004**.

Name: Jeff Carlson

Affiliation (if applicable): _____

Address: 726 E Grand

City, State, Zip: Escondido CA 92025

Phone #: 760-747-2616

E-mail: _____

Please provide your comments below on the project's draft environmental document:

Please consider Private Funding of terminals & rail rights on Wall St as new technology and REITs.

Please consider Vacuum tube magnetraction as environmental noise mitigation - a mitigation Bank



Please consider train reconfiguration at terminals to speed time of disembarkation and boarding time.

Please consider modular tube construction as cheaper cost of construction & repair.

Please consider project as economic engine built on competition as a revenue source not tax drain

Please consider SD to Ontario ~~Port~~ Airport as first leg as international airport is needed.

Thank you for your comments. If needed, please continue on reverse.

PH-SD015.1

PH-SD015.2

PH-SD015.3

PH-SD015.4

PH-SD015.5

Response to Comments of Jeff Carlson, April 20, 2004 (Letter PH-SD015)

PH-SD015-1

Acknowledged. The program EIR/EIS does not include a financing plan. Please also see standard response 10.1.7 in regards to project phasing.

PH-SD015-2

Please see standard response 2.37.2. The co-lead agencies are unaware of any HST systems that operate at high-speeds anywhere in the world in revenue service or on a full-scale test track using "vacuum tube mag-levitation".

PH-SD015-3

The investigation of "train reconfiguration" at terminals is beyond the scope of this program EIR/EIS, this could be considered as part of future project-specific studies.

PH-SD015-4

All reasonable construction methods will be considered in subsequent preliminary engineering studies as part of project level environmental reviews. Standard practices of cost analysis and value engineering will be employed to select appropriate structure types. Please also see Section 3.18, Section 3.14.5, and Section 3.15.5 of the program EIR/EIS in regards to design practices and construction methods and impacts sections.


PH-SD015-5

Acknowledged. Please see standard response 10.1.7.

Comment Letter PH-SD016

PH-SD016

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

Sacramento, March 23, 2004 ☐
 Los Angeles, April 13, 2004 ☐
 San Francisco, April 15, 2004 ☐
 San Diego, April 20, 2004 ☒
 Fresno, April 28, 2004 ☐

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All comments must be received by end of day **August 31, 2004**.

Name: RUPERT ESSINGER
Affiliation (if applicable): _____
Address: 701 KETNER #72
City, State, Zip: SAN DIEGO, CA 92101
Phone #: 619 234 6648
E-mail: ressinger@stcglobal.net

Please provide your comments below on the project's draft environmental document:

Good luck with the project! I'm from England so fast rail just seems natural to me. It's crazy at the moment that it takes 5 1/2 hours to get from San Diego to Santa Barbara by Amtrak, 3 hours to get to downtown LA. It's nuts that my mother in law has to drive for 8 hours to get from Fresno to San Diego through some of the busiest highways in the US. So I'm a big fan of this project. And I personally volunteer to help pour the concrete on the LA to Fresno section.

Thank you for your comments. If needed, please continue on reverse.

PH-SD016-1


Response to Comments of Rupert Essinger, April 20, 2004 (Letter PH-SD016)

PH-SD016-1

Acknowledged.

Comment Letter PH-SD017

PH-SD017

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS	
 <p>COMMENT SHEET</p>	<p>Sacramento, March 23, 2004 <input type="checkbox"/></p> <p>Los Angeles, April 13, 2004 <input type="checkbox"/></p> <p>San Francisco, April 15, 2004 <input type="checkbox"/></p> <p>San Diego, April 20, 2004 <input checked="" type="checkbox"/></p> <p>Fresno, April 28, 2004 <input type="checkbox"/></p>
	<p>Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.</p> <p>Mail: California High-Speed Train Draft Program EIR/EIS Comments 925 L Street, Sacramento, CA 95814</p> <p>Fax: (916) 322-0827 Attn: California High-Speed Train Draft Program EIR/EIS Comments</p> <p>Comments may also be submitted through the Authority's Web site: www.cahighspeedrail.ca.gov.</p> <p>All comments must be received by end of day August 31, 2004.</p>
<p>Name: <u>Janice Frankland</u></p> <p>Affiliation (if applicable): _____</p> <p>Address: <u>143 1/2 W. Maple St.</u></p> <p>City, State, Zip: <u>San Diego, CA 92103</u></p> <p>Phone #: <u>619-235-9558</u></p> <p>E-mail: _____</p>	
<p>Please provide your comments below on the project's draft environmental impact statement, and complete.</p> <p><u>This document appears to be very thorough.</u></p> <p><u>A no-project alternative is not an option, given</u></p> <p><u>the population projections.</u></p> <p><u>I support HST and the necessary funds to</u></p> <p><u>fund the project. Environmental considerations</u></p> <p><u>have been responsibly addressed.</u></p> <p><u>Thank you.</u></p>	
<p>Thank you for your comments. If needed, please continue on reverse.</p>	

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BAHIA HOTEL

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Response to Comments of Janice Fruland, April 20, 2004 (Letter PH-SD017)


PH-SD017-1

Acknowledged.

Comment Letter PH-SD018

PH-SD018

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

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Sacramento, March 23, 2004 ☐
Los Angeles, April 13, 2004 ☐
San Francisco, April 15, 2004 ☐
San Diego, April 20, 2004 ☒
Fresno, April 28, 2004 ☐

Name: Delfina Ludlow

Affiliation (if applicable): _____

Address: 725 Blvd Ave #E

City, State, Zip: IB, Ca - 91932

Phone #: 619-424-9182



E-mail: dlu@sandag.org

Please provide your comments below on the project's draft environmental document:

I feel the HSR. would provide less congestion
on freeway & highways. I believe this would be a
form of
great transportation to all commuters.

Thank You.

PH-SD018-1

Thank you for your comments. If needed, please continue on reverse.

Response to Comments of Delfina Ludlow, April 20, 2004 (Letter PH-SD018)

PH-SD018-1

Acknowledged.